

ISLINGTON *news*

The Journal of the Islington Society

Council leader's pledge to Amenity Societies

The Council election resulted in no change to the political make up of the council in Islington. Labour increased its share of the vote and retained 47 of the 48 seats. Caroline Russell increased her share of the vote and remains the lone opposition member. Although the idea that councils would be stronger with an effective opposition attracts murmur of assent whenever it is put forward, the first past the post system combined with electing all three ward members simultaneously militates against that happening. Moreover, only the Labour Party in Islington has the human resources to campaign on the doorsteps of every ward. The other parties feel obliged to concentrate on a small number of seats, giving rise to the charge that they are not interested in the others. The idea that you should vote for someone who shows such interest also has widespread credence and appears to have won more votes. Labour Liberals and Tories all gained in share of the vote in 22 of those councils they already controlled. Only three of the 32 London Boroughs changed hands.

In response to the overwhelming win in Islington, and the suggestion that this made for poor scrutiny of councillors' decision making, Council leader Richard Watts pledged to engage with community groups and amenity societies, including ourselves, in order to put the views and concerns of local people at the heart of all the council does. It will be up to us to make our voices heard.

Whereas a political manifesto might commit to safer pedestrian or cycling facilities, or changes to parking arrangements to encourage use of electric or hybrid vehicles

over diesel and petrol, the detail of how this is done is beyond the scope of a manifesto. People who regularly use a cycling route, or a rat run, may be more aware of the unintended consequences of a particular plan that the council officers who devised it. It would be as foolish to ignore public opinion as it would be to disregard totally the advice of trained officers.

Highbury Corner might be good place to start. While there are differing views about how best to go forward, there is general agreement that the present proposals could be improved. There are so many criticisms - inconvenience to bus users, including pedestrians, danger to cyclists, loss of trees, lost opportunity to restore housing in an area of high need - there are plenty to choose from in terms of which to prioritise.

An open letter from several amenity societies pressing this point was published in the Islington Tribune two weeks after the election. It was signed on behalf of the Upper Street Association, Highbury Fields Association, the Canonbury Society, the Angel Association, Islington Archaeology & History Society, and the Islington Society. A longer report of events since our last newsletter appears on page 4.

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Islington Society News

Bill Manley pub crawl, June 15th

This year's visit to public houses in memory of the late Bill Manley will take place on Friday June 15th. It will commence at the Scottish Stores at the foot of Caledonian Road in King's Cross. The Stores have revived the former name of an establishment that for a period became associated with ill-repute, when known as the Flying Scotsman. It will be pub number 86 on our list of establishments visited. As usual the start time is 6 p.m. This year all the pubs on the itinerary are included for the first time. Many did not offer real ale for several years, although at the time of writing all are now doing so.

7 p.m. Millers (former Queen's Arms)

8 p.m. The Fellow, 24 York Way

9 p.m. King Charles I, 55/7 Northdown Street

10 p.m. The Driver, 2/4 Wharfedale Road

10.45 Thornhill Arms, 148 Caledonian Road.

Celebration of 50th Anniversary of first conservation area

Alec Forshaw's talk, postponed from March, has been rescheduled for Wednesday July 11th

Annual Dinner

This year's Annual Dinner for members and guests will be held on Tuesday October 9th. We are hoping to secure a venue close to Newington Green.

Islington Society Visit to North London waste

The visit to Edmonton was postponed by the London Waste Authority and rescheduled for May 18th.

Islington Society Visit to Leyton and Walthamstow, May 25th

The visit took place as planned. We noted the impressive array of signs for cyclists and pedestrians. The road, which is not a bus route, was wide enough to accommodate two way cycle lanes and pedestrians on both sides of the carriageway. However, by the time we reached the Black Path, signage was less

consistent and a good sized noticeboard looked as if it had had no attention for the best part of a decade. The level of usage by cyclists was surprisingly low for the time of day.

On to Walthamstow Village, and there was more evidence of the local community taking advantage of the pedestrianised street on a warm Friday evening. Less use is so far being made of the pedestrianised roads over the Chingford railway line. The community green spaces depend on community support and cultivation and their success varies accordingly.

Little needed to be spent on the oldest part of the Village, because it had never been de-pedestrianised. The last port of call was the High Street. Although the market stalls had long gone, there was plenty of activity. There was plenty of space for more greenery, although perhaps this would be viewed differently when the market is in full flow.

Annual General Meeting

The Annual General Meeting of the Society will take place at the Town Hall on Tuesday November 13th.

THE ISLINGTON SOCIETY PRIVACY POLICY

The Islington Society is committed to protecting the personal information you provide. This is strictly limited to the information required to provide the Society's services and is not shared with any other person or body for any other purpose.

We collect personal data when you join the Society. This is limited to your name, address, telephone number, email address and payment details. If during membership you ask us to change any of this information we will hold the new details in place of the existing data.

We hold members' personal data for the following purposes, and for no other purpose:

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- To keep a record of our members' subscriptions and donations (if applicable);
- To send our regular newsletters by mail to all members;
- To inform members about events and activities;
- To be sure that our records are up to date.

We do not share information with other members, other charities or amenity societies, or with businesses except specifically in order to fulfil the functions listed above. We do not distribute information about the activities of other organisations except where these are directly relevant to the aims of the Islington Society.

You can request to see, amend or delete the personal data we hold about you by application to the membership secretary. However, if you ask us to delete your personal data we may not be able to provide you with all the benefits of membership.

We take care to protect your information. Membership records are held and maintained exclusively by the membership secretary and shared with other officers of the Society purely for back up purposes.

If you ask us to delete your records, resign, or if your subscription remains unpaid for a reasonable period after it has become due, we shall remove you from the membership list.

We keep historical membership records as long as required to comply with statutory requirements. Dated: May 2018

Islington Society: What we do

- we support conservation planning work to preserve the borough's historic fabric and individual buildings of distinction
- we campaign for a high standard of design in new buildings
- we encourage best practice through awards for good architecture in new or refurbished buildings
- we organise a varied programme of events including talks, walks and site visits

- we campaign for better public transport and for priority for people travelling on foot or by bike

- we produce publications that celebrate Islington's history and its social and cultural diversity

- we publish neighbourhood walking trails to foster exploration awareness and pride of place

- we build links between residents officials and councillors

- we send advisers to Council groups dealing with development, the environment and transport

- we are represented on the London Forum of Civic & Amenity Societies, which takes up cross-borough issues and is a member of Civic Voice

- we publish a regular newsletter

www.islingtonociety.org.uk is our web-site

Next Newsletter

Copy date for our next newsletter is October 7th, 2018.

CURRENT OFFICERS

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Islington Society & Highbury Corner

After the rather bland report in the last issue of *Islington News*, some lively correspondence ensued in the columns of the *Islington Tribune*. It started innocuously enough with an unsubstantiated suggestion that the Council would forget about Highbury Corner irrespective of what residents wanted. This drew a response from the then lead councillor assuring readers that the Council would be taking action. This had the unfortunate effect of reinforcing the idea that residents would be ignored - there was no mention of the further consultation we thought had been promised.

A group of Amenity Societies, including the Islington Society, sent in a joint letter intended to challenge the suggestion that further consultation was unnecessary. The previous plebiscite had revealed conflicts between the claims of bus users, other pedestrians, cyclists and those who would wish to linger in a tree lined paradise. There are disagreements about which arm if any to close, while some resist the idea of removing the gyratory, possibly because the Archway has proved so controversial.

Unfortunately, the round robin letter was perceived by some as an attack on cyclists. It is true that cyclists are the focus of much of the disgruntlement about the Archway scheme. People who can no longer change buses, or easily catch a bus from the tube, refer to the cycle lane with only one or two people in it. Out and out opposition to cycling is clearly intolerant and unreasonable. Cycling is a healthy and efficient way of transporting people over medium distances, provided the safety hazards from vehicular traffic can be removed. However, it is not the existence of the cycle lanes in themselves that raises hackles (particularly from members of our sister

organisation, the Highgate Society). It is the simultaneous loss of bus interchange, which particularly affects people living north of Archway but also impacts on Islingtonians visiting the Whittington. The emptiness of the cycle lane is in part a reflection that it is poorly designed for cyclists. There are even more concerns from would be cyclists about the latest plan for cycle routes at Highbury Corner. Cycle lanes are more necessary from a safety point of view where usage is relatively low. A huge bank of cycles on main routes is more visible to other road users than a solitary cyclist.

The often fruity correspondence that followed raised more than just the issue of road lay-out and the 277 bus service. The failure to agree a sensible deal with Arsenal Football Club at the time of their new stadium, and the continuing debate about the former Northern line entrance to Highbury station, continue to haunt the debate. The scheme which TfL pressed Islington to get from Arsenal proved far too expensive to be either worthwhile or feasible. If Drayton Park station had been adapted to accommodate those visiting the stadium, Highbury station would not be a no-go area for people seeking to depart from there just before kick-off, or to arrive shortly after the final whistle. A scheme to do this was belatedly drawn up by Council officers but by that time the Football club was off the s.106 hook. The Northern line entrance has no connection to the Overground platforms, would be expensive to re-open, and would add to running costs as it would require a member of staff at all times the station was open.

A second round robin letter was sent to and published by the *Islington Tribune* following the council elections in May. This is referred to on the front page.

The Landscape of Finsbury and its Evolution 1935-1970

Based on a talk given by James Dunnett to the Islington Society and Islington Archaeology and History Society on 17th January 2018

Does Finsbury have a landscape? As one of the densest of the former Metropolitan boroughs of London, it might be doubted, but in so far as it has one it is substantially due to three architects whose work it is proposed to examine - Berthold Lubetkin (1901-1990), Joseph Emberton (1889-1956) and Carl Ludwig Franck (1904-1985). They left a green heritage that is to some extent now under threat.

The first meeting in 1935 between Lubetkin, Alderman Harold Riley and Dr Chuni Lal Katial set a process in train that extended through the creation of the famed Finsbury Health Centre in 1938 to numerous post-war housing developments, aiming to create 'the Green City' - Le Corbusier's 'Ville Verte' -, that would bring 'light, space and greenery' to human habitation. This was the distinctive aspiration of the Modern Movement in architecture. Health concerns were certainly a factor in that aspiration - the desire to be rid of the scourge of TB - alongside general considerations of human well-being. Finsbury was more deprived of sun and greenery than most Boroughs in London, having in 1935 almost no green space at all apart from the Bunhill Fields and St Luke's cemeteries, diminutive Spa Gardens, and the private central gardens of some squares. The explanatory drawings for the Health Centre show sun penetrating every corner, with green areas in front and a park behind. The housing Estates planned before the war by Lubetkin's practice Tecton but not carried out till after (to an LCC-mandated lower density) - those now known as Spa Green and Priory Green - took advantage of the readiness of the Council to envisage the use of lifts (till then unknown in typical 4-5 storey walk-up municipal housing) to



build higher (8 storeys), not to raise densities but to liberate ground surface for greenery and to admit more light. This was also the pattern of the post-war Holford Square Estate, now known as Bevin Court.

These estates took the form of free-standing blocks surrounded by greenery. They were completed by others after the dissolution of the Tecton practice in 1948, and for further projects Finsbury MBC turned to Joseph Emberton, twelve years older and with a more commercial background than Lubetkin, but who had been one of the boldest proponents of Modern ideas in the UK before the war in projects such as Olympia, Simpsons Piccadilly, and the Royal Corinthian Yacht Club in Burnham-on-Crouch. He had a forceful design sense. Emberton first built 6-storey Stuart Mill House in Killick Street, then the three ambitious twelve-storey Y-shaped blocks of the

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Stafford Cripps Estate off Central Street of 1951, and finally the three dramatic 14-storey slabs in echelon of the Brunswick Estate, Percival Street, in a generously green setting, planned shortly before his sudden death in 1956.

His practice, and the relationship with Finsbury MBC, was taken over by C.L.Franck, a distinguished German pre-war refugee, who had joined Emberton's office after working previously with Lubetkin. He tended to reassert a Tecton aesthetic, as can be seen in the chequer-board pattern on the facades of the Brunswick Square blocks as built (since over-clad). Franck was to be the most prolific of all in the amount of housing he built in Finsbury, starting with the King Square Estate, in which the original Square gardens were extended to form a green continuum crossed by an axis passing from Goswell Road under 26-storey Turnpike House then leading to the portico and tower of St Clement's Church. Further east he built the three independent towers near the City Road, Peregrine House, Kestrel House, and Rahere House (respectively 27, 18, and 17 storeys), and the attractively curved 6-storey Mulberry Court (Percival Street) and other lower developments. In all cases there were generous green spaces around these buildings. Further east again were the twin 17-storey in-line towers of the Pleydell Estate of 1959-60, whose landscape reads as a continuum with St Luke's former burial ground and the Radnor Street Gardens. Finally there was the Finsbury Estate beside a re-aligned Skinner Street, which

the Borough undertook very shortly before its own abolition in 1965, and which includes 24-storey Michael Cliffe House, named after the Chairman of its Housing Committee, and what had been intended as Finsbury's Central Library. Again the attractively planted grounds read as an extension of the newly-created Skinner Street Gardens on the other side of that street, extending to the back of the Health Centre.

Though Franck was modest about his importance as a designer, none of these blocks is negligible architecturally, and the tall blocks always have a fanciful flourish on the roof line - a curved roof form enclosing - who knows what? In constructional terms they established what was known as the 'Finsbury model', whereby they were built with frames intended to allow flats to be merged should space standards improve, not constrained by the more usual cross-wall construction.

By 1970 the Modern Movement's ideal of the Green City had lost its appeal, and lower-rise developments with tighter spaces at ground level, which were seen as more urban, had become fashionable. So the trend started by Tecton in 1935 was at an end, and indeed the green spaces it created are now under threat, even from the Council itself who have recently built more housing on formerly open ground on either side of Turnpike House on Goswell Road. There may be some scope for tidying the edges of the green spaces that were created, but the 'landscape' that was created is valuable and should not be compromised. JD

EV Charging Points

Islington's pavements have long been an obstacle course. It is hard to walk more than a few feet without encountering a post, box or something larger. Some street furniture, such as lampposts and benches, is useful. Some is poorly sited: we need bus stops, but not where their footprint dominates the pavement – like the one just north of the Town Hall on Upper Street. Utilities take too much space. Phone boxes have been increasingly installed as advertising sites under permitted development rights – which Ministers have failed to scrap despite councils' urging them to do so. Worse, the Secretary of State for Transport reportedly wants utilities to dig up pavements not the carriageway so as not to slow motorists. Indeed, the most common clutter is associated with the motor car. Cars dominate the carriage-way and own the kerbside for parking, pedestrians suffer all the paraphernalia thought necessary for driving: giant road signs, the endless posts which record parking restrictions, and machines to pay for parking. And recently a new and even larger impediment has been appearing all over the borough. Large electric vehicle (EV) charging "points", are making life even more difficult for pedestrians, especially wheelchair users and wheelers of buggies. Some installations may not be compatible with Equality legislation.

With almost 10,000 deaths per year in London from long term exposure to pollution, and with motor vehicles the major cause of poor air quality, replacing dirty diesels and petrol vehicles with clean electric ones is a no-brainer. The Government is encouraging local authorities and others to install an infrastructure of charging points, but has disregarded the consequences for pedestrians. Pious expressions are

made about the need to reduce street clutter, but they are ignored in practice. Mildmay Ward has some of the worst new installations. St Paul's Place is such a wide street that parking places are set at right angles to the pavement on the east side, and even so there is

more than enough room for two large vehicles to pass, yet the charging points are on a narrow pavement. In Mildmay Grove North, the charging points are on an even narrower pavement though the parking spaces in the street are never full. They can be installed on the road, as is done in Paris.

There is some good news. At the recent, well-attended Islington Healthy Streets Hustings organised by Cycle Islington and Islington Living Streets, all candidates committed to putting new charging points on the road. This included Councillor Webbe, who has been reappointed the Cabinet Lead for Environment and Transport. We must ensure both that the next wave of charging points is on the road, and that many of the recently installed ones are moved. Moreover, there are other possible better locations such as car parks.

We should also appreciate that electric vehicles are not a panacea. Not all the electricity which powers them is clean. Streets will still be dominated by motor vehicles, and children unable to play or cycle in them. Pedestrians and cyclists will remain at risk. Sitting in an electric vehicle will do nothing to address the obesity epidemic and diseases associated with this and lack of exercise.

Finally, a question of equity. Government support for EV charging infrastructure and for the purchase of electric vehicles is a large subsidy to the well-off who buy them. Almost three-quarters of Islington households do not own a car. Users of bike hangars are paying over £100 per year to park their bikes, and more zebra crossings and safer junctions are needed in the borough. The money the Government is giving to subsidise the electric car industry would be better spent on any of the above or perhaps best of all on a few bollards to create low traffic neighbourhoods as in Walthamstow where through traffic is removed and streets returned to residents.

DH

Nag's Head loses its Marks & Spencer store

M & S announce a closure of one hundred stores

The Marks & Spencer store at Holloway, Nag's Head is to close early in 2019 as part of a wider retrenchment by the high street store. The Company has been struggling to make money from clothing, its traditional market, and has increasingly relied on food and food only stores.

The growth of on-line shopping, more than a decline in living standards and disposable income, is taking its toll on the high street. Woolworths disappeared ten years ago and more recently Toys R Us, Mothercare, Maplin electronics and Poundland have either gone under or slimmed down their presence on the High street.

Even the food market is not immune, with Asda and Sainsbury's seeking a merger which is currently under investigation. However, the more modest growth in home delivery has not had the same adverse impact on Town Centres, from which some deliveries are now made.

The problems of the high street reinforce concerns that the Mayor will find it difficult to implement the London Plan (Policy SD6). Although the Mayor would like to see us all walking a minimum of 20 minutes a day, thereby reducing on average our dependency on the NHS, the attractions of ordering on line without a walk to the Town Centre may be compelling for some. Perhaps the best hope lies in financial incentives to collect purchases made on line from a High Street store, rather than rely on a white delivery van congesting the streets and probably polluting them at the same time.

One of the least satisfactory aspects of the cycle hire scheme is the necessity to ferry bikes around London at peak periods, to meet the demand for travel in one direction. Autonomous vehicles in the future might make

deliveries on the contra-peak journeys, but this might be beyond the wit of any planning regime.

Islington Quiz No.2

What distinction is shared by the Clarendon Hotel and the Jolly Farmers Public House?

Answer next issue.

Islington Quiz No. 1

Why might a cul-de-sac off Chapel Market and a library in Essex Road lead you in a different direction?

Answer: West Place became Northwest Place and South-east library became South Library.

Society publications

[available from the Society at Resource for London, 356 Holloway Rd., London, N.7]

Twentieth Century Buildings in Islington, by Alec Forshaw, £14.99, photographs by Richard Leeney, ISBN 0-9541490-0-9

The Story of Day Flats in and around Islington, by Andrew Bosi, photographs from C.F. Day Limited and Oliver Craxton, £5, ISBN 0-9541490-1-7

An architect in Islington, by Harley Sherlock, £14.99, ISBN 9-78-0-9541490-2-4

Books from our President and Vice-President
Suicide of the West, by Richard Koch & Chris Smith, £14.99 and available on Amazon, ISBN 0-8264 9023-9.

A History of Islington, by Mary Cosh, published by Historical Publications at £18.95, ISBN 0-948667-974

53 Cross Street - the biography of an historic house by Mary Cosh & Martin King, photographs by Pauline Lord, published by the Islington Archaeology & History Society

Recycling and waste

The London Forum open meeting in May was devoted to the issues of recycling waste across London. Speakers included Cllr. Rowena Champion from Islington, and Bruce ### from First Mile, a private company based in Highbury.

London performs poorly on government measures of recycling, but this is principally because elsewhere, the greatest level of recycling achieved is that of garden waste. London has relatively few gardens. London also has flats and house conversions that were not designed for recycling. Tall blocks of flats usually have chutes into palladins although if recyclable materials outweighed landfill waste in terms of bulk, they could be redesignated as palladins for recycling.

Those of us who had recycling instilled in us on moral grounds are inclined to avoid food waste most of all. It is morally repugnant to throw food away when millions go hungry throughout the world. Therefore, the packaging introduced by supermarkets, with the principal aim of extending the shelf life of the food product, was initially perceived as a good thing. But food which is composted is not completely wasted, whereas plastic that cannot be recycled is not only wasted but contributes harmfully to the food chain.

Another conundrum arises from the competing interests of the private sector. One company has produced a biodegradable plastic cup. It is almost indistinguishable from a standard plastic cup. The standard cup can be recycled. The biodegradable cup cannot be melted down and reused in the same way. It could be recycled with food waste, but unfortunately the food waste centres are set up to isolate packaging from the food. The only way the biodegradable cup, created with the best of intentions, can escape landfill is to be composted at home.

Members of the Society visited London Energy's incinerator and composting site on 18th May. This was a follow up to our visit to Bywaters recycling facility in Bow while ago. We met in the Edmonton IKEA car park and then

walked safely across the North Circular on a footbridge to reach the site. It is surrounded by green grass and birch trees dotted with grazing geese. Deanna Donaldson, the Head of Engagement, met us and supplied helmets, hi viz vests and rubber gloves.

We toured the incinerator first and saw non recyclable waste delivered, some last minute recycling taking place, the electricity generators and secondary vision of the inside of the furnaces from the monitor room.

Everything not reused or recycled in Islington ends up here to be turned into electricity. The incinerator is forty years old and was made more efficient in the 1990s to make sure that the particulates and gases from the furnaces do not enter the atmosphere. A new one is due to be built at the end of the year.

We then visited the composting facility. Here food and garden waste is shredded and deposited in large silos to heat up and mature into compost. The process is similar to your garden compost except that it is of course much bigger and there is careful temperature control. This compost is available free from London Energy's facility in Camley Street.

London Energy does not have many photos or videos of its processes but no doubt there will be more available when the new incinerator is built. For members interested in the bits you cannot see because they are too dangerous, here are close-up videos of the machinery we encountered:

https://www.haith-recycling.com/recycling_equipment_videos.html
https://www.haith-recycling.com/waste_handling_recycling_equipment.html

Transport News Round-up

New railway timetables

The long awaited arrival of new trains, and the completion of the transformation of London Bridge station and of electrification of the Barking/ Gospel Oak line, was anticipated to be reflected in improved timetables from May 20th. Trains from Peterborough to Horsham were introduced ahead of changes to the published timetable, using the new link from Finsbury Park to St. Pancras International.

On the day of the published change however, it proved difficult to run trains on this line, and numerous cancellations were recorded at Finsbury Park station due to "an operational incident". This seems to be the railways' solution to the problem of how to comply with a requirement to notify the cause of delays and cancellations without revealing anything.

Problems continued in the weeks that followed, shared by users of Northern Rail.

No new timetables

The National Rail web-site has links to on line versions of the printed timetables which some operators still provide in hard copy. However, the link to London Overground does not take you to a timetable, but just the journey planner which TfL provides for people who want to travel at a known time, as opposed to those who are considering travelling and want to compare a range of options. It is possible to track down a timetable for trains between Barking and Gospel Oak, but it is not correct because it excludes the "PIXC busters" that run provided that all rolling stock is available on the day in question. One train set of two cars is officially on stand by to cover for any train failures. These trains have proved vital in getting people to work whose starting point is one of the stations at which the train is already full to bursting. They are re-timed from May 20th.

The *Islington Gazette* reported a three month delay in receiving the new electric rolling

stock. These trains have to be tested, and drivers trained in their use, before they can be introduced. The outgoing diesel trains are destined for Coventry, where they should have a livery change, testing and driver training prior to entering service in December. It is a tight schedule.

Achieving modal shift

The draft London Plan envisages 80% of journeys being made by sustainable means in 2041. Ten years ago it was 61%; it is now 64%. Employment grew by 10% in the ten years to 2006, and slightly less in the last ten years: growth of 21% is predicted in the London Plan by 2041. Just over 1,700 million journeys were made on the Underground and rail in 2017/18. Crossrail will increase capacity by 10%. Assuming that Crossrail 2 is built and achieves a similar boost in capacity, and allowing for the Bakerloo and Northern line extensions, this figure could rise to 2,175 million. Any further increase in rail use would involve taking up capacity which is currently unused - there is not a lot of this. Cycling accounts for less than 4% of journeys, so even a doubling of journeys has a marginal effect on the total. 20% of journeys are made on foot, but unless we can reverse the trend towards commuting longer distances, this will not be increased.

It is inconceivable therefore that the Mayor's target could be achieved without increase to number of bus journeys made each year, currently 2,245 million. While the London Cycling Campaign, and ICAG more locally, campaign for cyclists and Living Streets for pedestrians, there is no organisation solely devoted to promoting buses. Transport for All, London Travelwatch, Campaign for Better Transport and the London Forum support bus users as part of a wider remit. Unsustainable transport modes have three lobby groups.

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Future Society events

The Society gives reminders by e-mail of meetings about a week before they are held. Please let the Secretary have your e-mail address if you are not on the existing mailing list.

Friday June 15th, Annual Bill Manley Memorial pub crawl, commencing Scottish Stores, Caledonian Road, London N.1 Then Millers, The Fellow, King Charles I, The Driver and the Thornhill Arms, all subject to Real Ale being available.

Wednesday, July 11th 7.30. Alec Forshaw's celebration of the 50th anniversary of Clerkenwell Conservation Area. Talk at Islington Town Hall.

Tuesday October 9th: Annual Dinner.

Annual General Meeting: Islington Town Hall, Tuesday November 13th at 7.0 p.m. The speaker following the A.G.M. will be the M.P. for Islington North, Jeremy Corbyn.

The Committee meets normally on the third Thursday of each month.

Society publications

[available from the Society at Resource for London, 356 Holloway Rd., London, N.7 or local bookshops]

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The views expressed in the newsletter are not necessarily those of the chair, the editor, or the Society's adopted policy.

Other Events in or around Islington:

Archaeology & History Society

(7.30 p.m. Islington Town Hall)

Non-IA&HS members welcome, donation invited. Further information in the web site.

Meetings are normally held on the third Wednesday of each month, with the exception of August (not at all) and December (subject to proximity to Christmas).

June 20th: Annual General Meeting

Society for the Protection of Ancient Buildings

The Old House Show. SPABs first ever exhibition will be on display at the Old Royal Naval College, King William Walk, Greenwich, London, S.E.10. Details from www.spab.org.uk

Sadler's Wells Theatre, The Peacock and Lilian Baylis Studio

Rosebery Avenue, E.C.1. Website for details: "www.sadlerswells.com/whats-on/list."

Events include the Birmingham Royal Ballet performances of Romeo & Juliet (June 12th/13th) and Polarity & Proximity (June 15th/16th); English National Ballet (September 20th-29th).

King's Head Theatre

Opera: "La Traviata", 27th September- 27th October.

London Forum of Civic & Amenity Societies 020 7993 5754

All meetings at The Gallery, 77 Cowcross Street, at 6 p.m. for 6.30.

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Tuesday July 3rd. The Aarhus convention (third party rights)

Wednesday September 26th. Town centres

Tuesday October 30th: AGM & speaker t.b.a.

Wednesday November 28th t.b.a.

Islington Museum & Local History Centre

245, St. John Street. tel. 7-527 2837

Estorick Collection of Modern Italian Art,

39a Canonbury Square

Opening hours Wed. to Sat. 11 a.m.- 6 p.m.,

Sunday 12 noon-5 p.m. Some evening events.

Until June 24th: Rationalism on Set: Glamour and Modernity in 1930s Italian Cinema

July 4th - September 16th: The Art of Campari

Almeida Theatre,

Almeida Street, N.1 0207 359 4404

Monday-Saturday 7.30 p.m., Saturday matinée 2.30 p.m.

June 4th- July 21st "Machinal" by Sophie Treadwell, directed by Natalie Abrahami.

August 1st- 18th "Lies" (various writers) directed by Alexander Devreindt.

Islington University of the Third Age (U3A)

Monthly Meetings at 10.30 am, The Resource Centre, 356 Holloway Road: details and membership www.IslingtonU3A.org.

Islington U3A has about 500 members with many special interest groups, mostly meeting in members' homes.

Rosemary Branch

2, Shepperton Road, N.1 0207 704 6665

Comedy season

Upstairs at the Gatehouse

North Road/ Hampstead Lane, N.6 0208 340

3488

July 30th- August 26th The Camden Fringe Festival

Old Red Lion Theatre

418, St. John Street, E.C.1 0207 837 7816

www.oldredliontheatre.co.uk

June 5th-30th: I am of Ireland

July 4th & 5th: Other People's Teeth

Park Theatre

Clifton Terrace, Finsbury Park. 0207 870 6876

Two auditoria

June 6th- July 7th. "Monogomy" and "Beirut",

July 10th - August 11th: "Alkaline" and "End of the Pier".

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The lack of a clear voice for buses has resulted in catastrophic loss of interchange e.g. at Archway. Cycle lanes have been implemented at the expense of bus lanes, when they should be displacing private vehicles. Despite an anticipated growth in population and jobs, the TfL budget for 2017/18 is based on a zero increase in Underground use and a decline in bus use of 0.4%.

Reduced service at Angel

Work at Kennington station from May 26th until mid-September means that Bank branch trains cannot stop there. Some Morden trains will therefore operate over the Charing Cross branch, reducing the frequency at Old Street and Angel. Some passengers will find it necessary to use the Victoria line and change at Stockwell, so these trains may be busier than normal.

Two public transport advocates mourned

We are sorry to report the death last month of Roger Bone, a member for more than thirty years, and Stephen Plowden, who amongst other things worked with Harley Sherlock for the London Amenity & Transport Association (LATA).

AB